

Rear Admiral Kimberly was retired from age on April 2, 1902, and is now 71 years old. When Admiral Benham was retired on April 2, 1902, he was 69 years old. Both admirals are hale and hearty despite their advanced years. They have splendid records, professionally and otherwise. Kimberly was born in West Newton, Mass., and Admiral Benham in Washington.

It was Admiral Kimberly who was sent to Samoa in 1880 in command of a squadron of United States American insulars. The friction between the Americans and the natives was very great and there was danger of a clash, but confidence was felt in Washington in Kimberly's ability to proceed diplomatically and to establish a firm basis for the honor of the flag. The great hurricane of March, 1881, relieved the political situation. The three ships under Kimberly's command—the *Albatross*, the *Thetis* and the *Nisipe*—were destroyed, as were also three German war vessels.

Admiral Kimberly was born in Troy, N. Y. In 1831, when he was 14, he served as Executive Officer of Admiral Farragut's famous flagship, the *Harford*, and participated in many important actions, including the battle of Mobile Bay. Admiral Dewey was a junior officer on the *Albatross* with Admiral Kimberly at that time. In

NOT SCHLEY'S COUNSEL.

John R. Dos Passos Denies That He Has Been Retained by the Admiral.

John R. Dos Passos denied a report published yesterday that he had been retained by Admiral Schley as counsel in the coming inquiry. Early in the afternoon Mr. Dos Passos left the city for his summer home at Elberon, N. J., but his secretary exhibited to newspaper men the following signed statement:

"Mr. Dos Passos has had no communication with Admiral Schley, and knows nothing about the matter."

The secretary added that Admiral Schley had not called at the office of his employer on Wednesday, as was reported.

Rest, recreation and recuperation may be found at Hygeia, hotel, on the picturesque Virginia Coast. Signifies "The Good Life."—Singles. Fasten your trains by Pennsylvania Railway.—Ad.

The sugar trade, which has been the life blood of Porto Rican sugar, got off to a bad start yesterday, sixteen days after San Juan, after having stood off and on outside the Hook several days waiting for the proclamation of President McKinley abolishing tariff duties to go into effect. The consignees of the sugar, L. W. & F. Armstrong of this city say that Capt. Higgins of the U. S. S. Albatross, who has been waiting for about \$6,000, of which the skipper will receive \$500 for his slowness. Capt. Higgins says he is not at all satisfied with the delay, but is absolutely necessary, because he feared that it might meet a West India hurricane, this being the season for such storms. He has preferred to miss a possible great blow and spend the few days that he has spent square back in the Hook, than to have his cargo blown off and filling at the Sandy Hook light house.

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across the temporary structure, of the completion of which the firm notified them. The Commissioners, of whom the Mayor is one, accepted the invitation and said they would make the trip when the weather moderated.

The Berkshire Hills. Luxurious through train over Harlem Division New York Central. Inquire at ticket offices, New York and Brooklyn.—Ad.

INSPECTION BY "MASTER MECHANICS."
A SUN reporter obtained this interview with Engineer Probasco: